

September 2003

NORTHERN COMMAND

SAFESTAT REPORT

Nevada Highway Patrol

Major Robert Wideman

Overview

The month of September 2003 saw a remarkable development within the Northern Command. For the entire month, not a single traffic fatality occurred on any roadway patrolled by the Troopers of the Northern Command. This absence of fatalities represents a continuation of downward trend in deaths that has been present for the entire calendar year. Certainly, an entire month without fatalities isn't possible without a substantial dose of luck. At the same time, the luck continues to be augmented by a notably higher volume of enforcement activity, on a per employee ratio, that was present one year ago.

In addition to the fortunate decrease in fatalities, the Northern Command Troopers effected a reduction in the number of total traffic crashes reported compared to both the previous month and the same month last year. The reduction for both comparisons was approximately 4%, or approximately 15 total crashes. These reductions all occurred in an environment of multiple active construction zones.

Staffing and work hour levels demonstrate the Northern Command work force continues to be affected by gradual re-allocation of positions, as they become vacant, to the Southern Command and the additional burden of existing staff necessarily tasked to provide training to newly hired officers at the DPS Training Division. The re-allocation of staff, designed to compensate for the explosive growth in southern Nevada without the added costs of adding new positions to the payroll, has caused a 39.8% reduction in total Trooper hours potentially available to be worked as compared to the same period last year. The reduction was 7.8% when compared to last month. Despite the loss of staff hours available, the Northern Command maintained control of overtime costs, effecting a reduction of 18.5% from the same period one year ago.

Despite the loss in available staff, the Troopers of the Northern Command maintained a level of enforcement activity at a comparable level with the enforcement numbers from last year. This is despite the fact that a smaller number of Troopers must still answer the same number of calls for service that a larger number of Troopers answered last year. Each Trooper now performs more than twice the amount of work in a month that each Trooper did one year ago. Troopers assigned to Commercial Enforcement duties achieved impressive increases in the number of inspections performed as well as the total safety violations identified. These efforts contribute to the low level of total crashes that involve commercial vehicles (1.6%).

The citizens of Nevada who reside in the Northern Command area can be proud of the continuing effort being shown by the Troopers in the service of the motoring public.

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NORTHERN COMMAND

CRASH ANALYSIS AND OVERVIEW

| | September 2003 | | September 2002 | % Change | | August 2003 | % Change |
|--|-------------------|--|-------------------|----------|--|----------------|-------------|
| Total Crashes | 377 | | 392 | -3.8 | | 393 | -4.1 |
| Property Crashes [including commercial vehicles] | 250 | | 250 | 0 | | 275 | -9.1 |
| Injury Crashes [including commercial vehicles] | 127 | | 135 | -5.9 | | 113 | 12.4 |
| Fatal Crashes [including commercial vehicles] | 0 | | 7 | -700 | | 5 | -500 |
| DUI Crashes [DUI charged] | 9 | | 15 | -40 | | 8 | 12.5 |
| Total persons killed in fatal crashes | 0 | | 10 | -1000 | | 5 | -500 |
| Total drivers killed without seatbelts | 0 | | 3 | -300 | | 2 | -200 |
| Total passengers killed without seatbelts | 0 | | 2 | -200 | | 1 | -100 |
| Total drivers killed with seatbelts | 0 | | 3 | -300 | | 1 | -100 |
| Total passengers killed with seatbelts | 0 | | 2 | -200 | | 0 | 0 |
| Total number of commercial vehicle crashes | 6 | | 3 | 100 | | 18 | -66.7 |
| Property crashes involving commercial vehicle | 6 | | 2 | 200 | | 14 | -57.1 |
| Injury crashes involving commercial vehicle | 0 | | 1 | -100 | | 3 | -300 |
| Fatal crashes involving commercial vehicle | 0 | | 0 | 0 | | 1 | -100 |

Percentage of fatal crashes to total crashes 0%

Percentage of DUI crashes to total crashes 2.4%

Percentage of persons killed *without* seatbelts to total persons killed 0%

Percentage of commercial vehicle crashes to total crashes 1.6%

Analysis: The Northern Command crash analysis and overview reveals an overall reduction of 3.8% compared to last year and a 4.1% reduction compared to last month, even with our population growth. More importantly, although the Northern Command reports a 12.4% increase in injury crashes compared to last month, we reduced injury crashes compared to last year by 5.9%. For the entire month, the Northern Command did not have a single fatality compared to seven last year and five last month. The decrease in crashes has been a trend closely connected to the increased enforcement programs and productivity levels of the Northern Command personnel. This month's commercial vehicle crashes returned to recently reported averages after a peak last month but remain higher than last year.

S.I.R.T. (Severe Incident Response Team)

The Northern Command has six 2002 cases still open. In two of these cases, guilty pleas have been entered just prior to trial. The cases are awaiting sentencing. The other four cases are still being reviewed by the prosecutor of appropriate jurisdiction. For 2003, 18 cases remain open, all awaiting trial or still under review by a prosecutor. As of the end of September no accidents were under active investigation by S.I.R.T. Northern Command investigated no fatal crashes during September. The total number of fatal crashes investigated and the number of deaths associated from crashes is sharply lower than last year at this time. Last year, 44 fatality accidents had been investigated with 60 associated deaths. This year, 31 fatality accidents have been investigated with 32 associated deaths.

FIELD ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]

| | September 2003 | | September 2002 | % Change | | August 2003 | % Change |
|---|-------------------|--|-------------------|----------|--|----------------|----------|
| DUI arrests from crashes | 9 | | 15 | -40 | | 8 | 12.5 |
| DUI arrests <i>prior</i> to crashes | 95 | | 149 | -36.2 | | 122 | -22.1 |
| Other Arrests | 449 | | 623 | -27.9 | | 497 | -9.7 |
| Total Persons Arrested (DUI included) | 176 | | 269 | -34.6 | | 218 | -19.3 |
| Speed violations | 2205 | | 2198 | .3 | | 2564 | -14.0 |
| Hazardous moving violations | 847 | | 1057 | -19.9 | | 988 | -14.3 |
| Occupant restraint violations * | 294 | | 266 | 10.5 | | 344 | -14.5 |
| Total violations ** [above violations included] | 5227 | | 5523 | -5.4 | | 5956 | -12.2 |
| | | | | | | | |
| Hazardous moving violations-citations/arrests | 20 | | 48 | -58.3 | | 18 | 11.1 |
| Other traffic violations-citations/arrests | 53 | | 98 | -45.9 | | 47 | 12.8 |
| Total safety inspections [Lvl 1,2,3&6] | 557 | | 390 | 42.8 | | 385 | 44.7 |
| Terminal inspections TIP (Lvl 5) | | | | | | | |
| Total safety violations -- citation | 559 | | 281 | 98.9 | | 465 | 20.2 |
| Total safety violations -- repair order | 1000 | | 377 | 165.3 | | 801 | 24.8 |
| Total vehicles placed "Out of Service" | 50 | | 56 | -10.7 | | 59 | -15.3 |
| Total drivers placed "Out of Service" | 20 | | 20 | 0 | | 9 | 122.2 |
| Total school buses inspected | 188 | | 11 | 1609.1 | | 124 | 51.6 |
| Total school buses placed "Out of Service" | 22 | | 4 | 450 | | 10 | 120 |
| Total trucks weighed | 293 | | 420 | -30.2 | | 153 | 91.5 |
| Total overweight citations | 62 | | 42 | 47.6 | | 26 | 138.5 |
| Total dyed fuel inspections | 621 | | 29 | 2041.4 | | 263 | 136.1 |
| Total dyed fuel citations | 3 | | 0 | 300 | | 0 | 300 |

* Seat belt and child restraint

**Total violations include Speed, Hazardous, Occupant restraint, Registration, Drivers License, Insurance and Other Categories.

Analysis: Northern Command:

The Northern Command Field Enforcement Activity this month was greatly affected by staffing and hours worked which were reduced by 16.1% compared to last month and reduced by 39% compared to last year. The reductions in Total Hours Worked, continues to fall as the Northern Command reduces its manpower allocation levels to meet the reallocation of positions to the Southern Command. Total violations dropped 12.2% compared to last month and only 5.4% compared to last year. The amount of enforcement work done by each Trooper, however, continues to be at a level more than twice that performed by each Trooper compared to last year at the same time.

Reno Urban Traffic

The Reno Urban Traffic section continues to use special enforcement programs to encourage voluntary compliance. These programs include activities such as the “Bowl Patrol”, “Ramp” and “Turn Signal” enforcement.

- “Bowl Patrol” – During peak hours of traffic, officers are directed to limit the amount of time that they are on the side of the road with their emergency lights activated. When investigating crashes, they are directed to move off the freeway. This lessens the number of chain reaction crashes and reduces the backup of traffic. During enforcement stops, troopers move the violator’s vehicle off of the freeway to take enforcement action.
- “Ramp” enforcement – This enforcement tactic is used at all times. The officer exits the freeway at an off ramp and then re-enters the freeway. This affords the officer the ability to observe red light violations and hazardous merging violations as traffic enters the freeways, which are common causes of crashes.
- “Turn Signal” – Officers specifically watch for turn signal violations when traffic is changing lanes. This is used when the lane changes are hazardous in nature, again a common cause of crashes.

The construction zone around the “Spaghetti Bowl” continues to be the largest contributor to the overall crash rate. The crash rate in the area of the construction zones and those crashes influenced by the construction zones were approximately 37% of our crashes on Day shift and Swing shift.

Fernley/Fallon District

The combined efforts for the Fernley/Fallon area Troopers and Sergeants have reduced crashes 8.3% from last year and 40.5% from last month. The better story is that within these reductions, the largest reduction came from the injury and fatal crash data. The area reduced injury crashes by over 58% compared to last month and over a 33% reduction compared to last year. The area reported zero fatal crashes during the month of September. This month was the first month that the area changed its work schedule to provide patrolled enforcement to twenty-four hour seven day a-week coverage.

This increased coverage also increased our D.U.I. arrests prior to crashes which has most likely decreased crashes from the alcohol impaired driver. Commercial vehicle crashes were also reduced over 44% during the month of September. There were no D.U.I. arrests from crashes this month. There was a 71% increase in D.U.I. arrests prior to crashes over last month and a 71% increase over last year. Other arrests and persons arrested are both up over last month as well. Speeding violations and the total violations issued are up over 11% when compared to last month. Occupant restraint violations have dramatically increased 377% this month over last year.

Carson/Minden District

The good news is that there were no fatal accidents for the month of September. Total accidents dropped 2.7% from 110 to 107. Injury accidents rose by 9.5% from 42 to 46. The area will continue to attempt to reduce the injury rate with a renewed emphasis on seatbelt violations. The area has also increased the Directed Enforcement schedule, especially on Swing Shift. The total number of citations issued dropped by only 1.5%, with a 7% drop in available manpower on the road.

Staffing levels continues to decline. Total Hours Worked dropped by 20% this month in our continuing effort to meet the reallocation of positions to the Southern Command.

Commercial Section

Our “total safety inspections” are up this month by 44.7%. Our Level 1 safety inspections were up by 63.9% and our Level 2&3 safety inspections were up by 87.6%. Two new commercial troopers were reassigned from the traffic operations. We were able to remain within our monthly State and Federal goals at the end of the month. Both the Federal and State goals were met with the exception of check sites, which were slightly reduced.

During the second half of the month, our troopers began working secondary roadways. The types of vehicles that utilize secondary roadways are less likely to be far enough out of town to be inspected at one of the area check sites.

We inspected a total of 188 school buses this month compared to 124 school buses inspected last month. Of the 188 school buses inspected 22 were placed out-of-service, or 8.5%, which is under the region average of 12%.

This month we increased the total number of trucks weighed by 91.5% compared to last month. Of the 293 vehicles weighed, 62 or 21% were discovered to be operating overweight. Only two overweight violations were located on the interstate. The others were located on secondary highways.

Our dyed fuel enforcement program is still in effect and we discovered 3 violations this month. We continue to aggressively work the dyed fuel program along with other state and federal programs. We inspected 621 vehicles, discovering only 3 violations.

M.C.I. (Major Crime Interdiction)

The Major Crime Interdiction team conducted a traffic stop and during the investigation found that the van was filled with several hundred black-market CD's, household linens, women's clothing and window covering. These items were in violation with the Federal Trade Laws. United States Customs Officers were called. Customs Officers took possession of the items, the suspect and the vehicle.

During another incident resulting from a traffic stop, field interview and investigation, troopers located approximately 3 pounds of crystal Methamphetamine under the rear back seat. The troopers took the subjects into custody and seized the contraband. The M.C.I. unit also assisted 70-motorists in need; handled one property accident and assisted swing/graveyard units with 2 other accidents.

STAFFING AND WORK HOURS

| STAFFING | Authorized positions | | Current positions staffed | | Percentage of authorized | |
|---|----------------------|----------------|---------------------------|----------------|--------------------------|----------------|
| | September 2003 | September 2002 | September 2003 | September 2002 | September 2003 | September 2002 |
| Traffic [Tpr. & Sgt.] | 64 | 98 | 59 | 100 | 92.2 | 102 |
| Commercial [Tpr. & Sgt.] | 19 | 21 | 17 | 19 | 89.5 | 90.5 |
| Commercial CVSI | 3 | 3 | 3 | 3 | 100 | 100 |
| | | | | | | |
| WORK HOURS LOST | September 2003 | | September 2002 | % Change | August 2003 | % Change |
| Annual leave | 688 | | 1207.8 | -43 | 1277.5 | -46.1 |
| Compensatory leave | 579.05 | | 467.5 | 23.9 | 464 | 24.8 |
| Sick Leave [personal and family] | 735.75 | | 1371.6 | -46.4 | 757.9 | -2.9 |
| Military leave | 0 | | 20 | -2000 | 0 | 0 |
| Holiday off | 112 | | 84 | 33.3 | 0 | 11200 |
| Training | 1646.8 | | 2222 | -25.9 | 682.8 | 141.2 |
| Administrative leave | 14 | | 178 | -92.1 | 25 | -44 |
| Leave without pay | 0 | | 0 | 0 | 0 | 0 |
| Vacancy [173 hours per position*] | 0 | | 0 | 0 | 0 | 0 |
| Total work hours lost | 3775.6 | | 5550.9 | -32.0 | 3207.2 | 17.7 |
| | | | | | | |
| OVERTIME | September 2003 | | September 2002 | % Change | August 2003 | % Change |
| Paid overtime claimed | 1786 | | 2271 | -21.4 | 1920.5 | -7.0 |
| Compensatory overtime claimed | 324.55 | | 319.4 | 1.6 | 394.4 | -17.7 |
| Total overtime hours | 2110.55 | | 2590.4 | -18.5 | 2314.9 | -8.8 |
| | | | | | | |
| TOTAL HOURS WORKED | September 2003 | | September 2002 | % Change | August 2003 | % Change |
| Number of authorized positions x 173 hours* | 10207 | | 16954 | -39.8 | 11072 | -7.8 |
| Work hours lost | 3775.6 | | 5550.9 | -32.0 | 3207.2 | 17.7 |
| Overtime | 2110.55 | | 2590.4 | -18.5 | 2314.9 | -8.8 |
| Total hours worked | 8541.95 | | 13993.5 | -39.0 | 10179.7 | -16.1 |

* 173 hours based upon 2080 work hours per year divided by 12 months

Analysis: Northern Command:

The Northern Command staffing level continued to drop with the reallocation of positions to the Southern Command. Current positions staffed this month are 59 Troopers and Sergeants, of the 64 positions authorized, compared to 98 authorized last year.

Numerical staffing numbers shown reflect only those Sergeants and Troopers whose primary responsibilities include enforcement activity and crash investigation. Command staff and sworn personnel assigned to full time administrative duties are not included as they have no direct impact on the enforcement or crash reduction efforts.

We continue to operate at a reduced staffing level. This is caused by Military duty, vacancies, extended sick leave and special assignment in Carson City (Headquarters).

Traffic Section

Total current traffic staff working the road (Sergeants and Troopers) **59**

- 28 - Reno Urban
- 14 - Carson/Minden
- 17 - Fernley/Fallon District

Commercial Section

The Commercial Section continues to carry a large vacancy/re-assignment rate and we are operating at 68.4% of our allotted manpower. Our vacancies and re-assignments continue to be the following;

- 1 - Sergeant assigned to Headquarters
- 1 - Trooper assigned to Headquarters
- 1 - Trooper assigned to the M.C.I. Team
- 2 - Trooper on extended sick leave

At the beginning of the month we were authorized one (1) transfer from traffic to commercial which enabled us to fill the one (1) vacancy. And although this does fill our only vacancy it will take several months to train him and several more months to get him certified in commercial enforcement. We experienced a 36.5% decrease in the amount of lost work hours compared to August.

RATIOS – CRASH AND ENFORCEMENT

| CRASH RATIOS | September 2003 | August 2003 |
|---------------------------------------|-------------------|----------------|
| Ratio of crashes per Traffic position | | |
| Total | 6.4:1 | 7.1:1 |
| Property | 4.2:1 | 5.2:1 |
| Injury | 2.2:1 | 1.8:1 |
| Fatal | 0:1 | 0.1:1 |
| DUI | 0.2:1 | 0.1:1 |
| Commercial vehicle | 0.1:1 | 0.3:1 |
| | | |
| Ratio of deaths per fatal crash | 0 | 1:1 |
| without seatbelts | 0 | 0.6:1 |
| with seatbelts | 0 | 0.2:1 |

| FIELD ENFORCEMENT | | |
|---|--------|--------|
| Ratio of enforcement per Traffic position | | |
| DUI arrests from crashes | 0.2:1 | 0.1:1 |
| DUI arrests <i>prior</i> to crashes | 1.6:1 | 1.9:1 |
| Other Arrests | 7.6:1 | 7.8:1 |
| Speed violations | 37.4:1 | 40.1:1 |
| Hazardous moving violations | 14.4:1 | 15.4:1 |
| Occupant restraint violations | 5.0:1 | 5.4:1 |
| Total violations | 88.6:1 | 93.1:1 |

Narrative:

The Northern Command Crash Ratios dropped per person due to the overall crash reduction as reported in the crash analysis and overview. The reduction of the total violations ratios of 88.6:1 from last months 93.1:1 represents a 4.8% decrease. However, the Northern Command also reported a 16.1% reduction in total hours worked which will affect this months ratios. Removing the 16.1% reduction in total hours work, the ratios would have been closer to 102.7:1.

RATIOS – CRASH AND ENFORCEMENT *Cont'd*

| | | |
|--|-------------------|----------------|
| INSPECTION / ENFORCEMENT RATIOS | September 2003 | August 2003 |
|--|-------------------|----------------|

Ratio of inspections and enforcement per Commercial position

| | | |
|--|--------|--------|
| Hazardous moving violations – citations | 1.2:1 | 1.3:1 |
| Other traffic violations – citations | 3.1:1 | 3.4:1 |
| Total safety inspections [all levels] | 27.9:1 | 22.6:1 |
| Terminal inspections TIP | 0:1 | 0:1 |
| Total safety violations -- citation * | 32.9:1 | 33.2:1 |
| Average safety violations per inspection -- citation | 1.0:1 | 1.2:1 |
| Total safety violations -- repair order | 50.0:1 | 47.1:1 |
| Average safety violations per inspection -- repair order | 1.8:1 | 2.1:1 |
| Total vehicles placed “Out of Service” | 2.5:1 | 3.5:1 |
| Average vehicles placed OOS per inspection | 0.1:1 | 0.2:1 |
| Total drivers placed “Out of Service” | 1.0:1 | 0.5:1 |
| Average drivers placed OOS per inspection | 0.0:1 | 0:1 |
| Total school buses inspected | 9.4:1 | 7.3:1 |
| Total school buses placed “Out of Service” | 1.1:1 | 0.6:1 |
| Total trucks weighed * | 17.2:1 | 10.9:1 |
| Total overweight citations* | 3.9:1 | 1.9:1 |
| Total dyed fuel inspections* | 36.5:1 | 18.8:1 |
| Total dyed fuel citations* | 0.1:1 | 0:1 |

*Commercial Sworn Only

Narrative:

The Commercial Section Ratios increased in most categories of primary importance to Federal and State goals. The areas are: Total safety inspections, safety violations, school buses inspected, trucks weighed, overweight citations and dyed fuel inspections.

Administration

Evidence:

This section stayed consistent in September with the number of disposed items (65) there were 67 items submitted.

Front Office:

September was a busy month for the front office due to the number of special events going on in the command, i.e. Burning Man, Balloon Races, Street Vibrations. This was evident by the increase in the number of arrest and accident reports, processed and received, accident reports given at the counter, report requests received, copied and sent out and the number of citations received. The number of counter customers showed a decrease, however, this is not accurate as there were two new employees and one trooper assigned to the front office.

Court Warrants:

Add bookings doubled during the month of September, 22 compared to 11, this also accounts for the rise in the number of arrests for the month. The number of warrant verifications significantly increased during September. This was due to personnel having more time to complete the second checks, as last month's authorized use of sick leave and light duty. The other category, which had a high percentage of change, was the number of received subpoenas. The Administrative Assistant in Court Warrants showed another increase in the number of warrants entered. There was a 45% increase in September. There were a large number of new warrants received in September, 705 compared to 548 in August.

Staffing and Work Hours:

There was no annual leave or compensatory leave used in September. Sick leave was reduced by 75%, 18 hours in September compared to 74 hours in August. Training accounted for 69 work hours lost. Most of this was training. Overtime increased slightly, due to the training given and coverage for Street Vibrations.

Administrative Staff:

Annual leave and compensatory leave increased substantially in the section. Sick leave and overtime decreased slightly in September. Two vacancies have been filled and once these positions are trained the overtime will continue to decrease.

Projects / Action Plans and Upcoming Events

Reno Urban

Projects / Action Plans

The Sergeants have been tasked to establish goals for their shift in the form of total public contacts per month.

Continue to increase public service and productivity levels.

Upcoming Events

There are no special events scheduled for the month of October that will directly impact the Reno Urban area.

Fernley / Fallon District

Projects / Action Plans

Monitor and evaluate proactive enforcement.

Special enforcement activities will be directed toward high accident areas and seatbelt compliance.

2 week air craft assignments scheduled for October.

Special Enforcement Detail shift assignments will be adjusted for the opening of US 50 4 lane highway.

UPCOMING EVENTS

Taser training, TBA.

PIO training, Carson City.

Supervisor training, Reno.

Fernley Homecoming Parade, traffic control provided.

Carson / Minden District

Projects / Action Plans

Upcoming Events:

The area does have 2 events for October. A Marathon at Lake Tahoe, on October 10. Four motor units have been assigned. The annual Nevada Day Parade will take place at the end of October.

Commercial Enforcement

PROJECTS / ACTION PLANS:

Train new troopers and current troopers in special skills required for commercial enforcement. The new Federal Fiscal year will begin next month. We will attempt to obtain as many of the goals before the inclement weather sets in.

UPCOMING EVENTS:

DPS / NHP self initiated 72-hr check site to be held in the Las Vegas area some time in November.

We will conduct in-service training for all commercial troopers on the "new hours of service" rules.

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